

# THE OCALA EVENING STAR

Volume 8, Number 44

OCALA, FLORIDA, TUESDAY, AUGUST 5, 1902.

Fifty Cents a Month, \$5 a Year

## Fresh Arrivals

FANCY CAKES, IN BULK AND IN POUND PACKAGES  
A FULL ASSORTMENT

CRYSTAL DOMINO SUGAR.

VAN HOUTEN'S CHOCOLATE and COCOA.

KINGSFORD CORNSTARCH,

Also—  
PEARL SAGO TAPIOCA, FARINA.

A FINE ASSORTMENT

TOILET SOAPS, OF THE BEST TO BE HAD—PRICES FROM FIVE TO 20 CENTS A CAKE.

THREE POUND STONE CROCKS OF APPLE BUTTER AND FIVE POUND STONE CROCKS PRE-SERVES—Assorted Flavors.

AT THE TEAPOT GROCERY

## MEAT

WILL BE CURED FOR OWNERS

For the information of all interested, we announce that the opening of our meat packing house will not interfere with our cold storage department. WE WILL CONTINUE TO CURE MEAT FOR OWNERS and with increased facilities and a competent man in charge we are in a position to promise still better results than in the past. We will be ready to buy hogs about November 1st and wish to impress the fact that only hogs that have been corn-fed for about four weeks are desirable. We solicit correspondence from parties who have hogs for sale.

East Fla. Ice Mfg. Co.,  
Simon Benjamin, Manager  
August, 1902. 8 8 w tf

STOVE WOOD! STOVE WOOD!

For Stove Wood, phone or drop a card to the OCALA SPOKE AND RIM FACTORY. State length of wood desired.

## TENNESSEE BUTTER

The Carmichael Son Co. have effected arrangements with a Tennessee dairy to supply them every day with fresh butter in firkins at 25c. per pound. Also country smoked sausage at 15c. per pound. Phone 37.

## FOR SALE

One hundred and forty acres of good land, mostly hammock, all under cultivation, suitable for corn, cotton, oats and vegetables of all kinds, especially cantaloupes and watermelons. Plenty of good water in field for stock. Will sell cheap and on easy terms, as I am unable to attend to it. If not sold soon, will rent all or part. One and a half miles west of Anthony, known as Pyles' Hammock. D. A. Smith.  
Anthony, Fla.

## NEW NOVELS

A fine lot of new paper novels just received. Ocala News Co.

## OCALA HOUSE BARBER SHOP

The Ocala House Barber Shop, located in the middle of the front of the hotel, offers the best service in its line of any place in the city. Competent and skilled workmen and courteous treatment. Geo. F. Williams, Proprietor.

## FOR SALE

Big Bargain in Timber Land

Fourteen thousand acres of the finest turpentine and saw mill timber in the state. Has fine transportation facilities. Will be sold at a bargain to wind up an estate. A fortune for some one. Address Box 653, Ocala, Fla. 7 30 tf

## CHEAP TO TEXAS

Oklahoma and Indian Territory. And return August 5th and 19th, September 2d and 16th and October 7th and 21st.

Via

The Iron Mountain Route. Tickets good twenty-one days. Write I. E. Rehlander, T. P. A. Chattanooga, Tenn.

## ASTORIA.

The Kind You Have Always Bought  
Bears the Signature of  
*Wm. D. Mitchell*

## HON. H. E. DAY

Announces His Intention to Enter the Second Primary as Candidate for Railroad Commissioner, Recounts the Good Deeds of the Commission and States His Own Position

Tallahassee, Fla., July 31, 1902.

To the Democratic Voters of the State of Florida: Having failed to receive in the recent primary a sufficient number of votes to nominate me for the position of railroad commissioner, I have decided to again submit my case to the people in the second primary, August 12.

Feeling that my position has perhaps been misunderstood—and possibly misrepresented—I take this means of setting myself right with the public, both as to my relations to the railroad corporations of the state, and to the railroad commission, of which I have for nearly four years been the chairman and most active member.

It has been said of me that I have been a railroad man. That is true. Were it not true I should have never accepted a position upon a commission which must necessarily deal exclusively with the intricate problems of transportation, and where a practical acquaintance with those problems is absolutely essential to efficiency. It is not true, however, that I am in sympathy with the railroads or that the corporate interests of the state desire my retention on the commission.

Some of my opponents have taken the ground that the railroads fear the commission and desire to see it done away with. They also proceed upon the presumption that the commission is of little or no value to the people. But these gentlemen assume too much and prove too little. It is obvious that if the railroad commission be an empty farce the corporations would have little reason to fear its operations and less to desire its discontinuance. If the commission has in any way aroused the antagonism of the corporations it must necessarily have been of some value to the community.

Nevertheless, we are now given to understand that the railroad commission needs new men and new methods, and that while it has proven itself sufficiently strong to antagonize the railroads, the one active member of the body should be retired.

As a practical man of twenty-six years' experience, I am justified in saying that I am the only member of the commission who has any practical knowledge of the problems with which that commission has to deal in the interests of the public. And so far from desiring my retention on the board, the corporate interests of Florida have everything to gain and nothing to lose by the defeat of the only member of the commission who knows their business, understands the tricks of their trade, and can meet them on their own ground.

That my views upon this point are shared by others is shown by the following significant proposition, which was made me in Jacksonville shortly after the primary election, when it was supposed that I would not enter the second primary.

I was upon that occasion given to understand that as the prospective members of the new commission knew more of politics than railroading they were anxious to have me remain with them as secretary. That if I would accept they would, in the next legislature, secure the passage of a bill increasing the salary attached to that position from \$1200 to \$2500 a year.

And I now take the opportunity of informing those gentlemen that if they wish to foist upon the people of Florida a railroad commission so inefficient that it fears to stand alone, they can do so, but that I will never be a party to the imposition. If my services—if my experience and knowledge of the railroad business—are to be utilized upon the railroad commission in the future, as they have been in the past, it will be because of my election by the people, and not because of my acceptance of a subordinate position at the hands of men who, in offering it, confess their inability to discharge the duties they hope to persuade the people to confide to their keeping.

In one sense of the word this offer is a compliment to myself, but it is also an insult to the intelligence of the people of Florida; and I should be loth to believe that the democratic electors of this state would become parties to any such scheme by giving their votes to a candidate who is not only willing, but anxious, to accept a

## BANKING BUSINESS?

YOU have more or less of it. Possibly it is with us. Such being the case, you know something of our service. But if not a patron, wouldn't it be well for you to become one?

Munroe & Chambliss,  
—BANKERS—  
Ocala Florida

position he is incompetent to fill, and who seeks to conceal his shortcomings beneath the experience of another.

I base my claim to the suffrages of the people, not upon glittering generalities, not upon political or class prejudice, but upon my past record and upon my promise of future usefulness.

That the commission has not been efficient in the past is shown by the following points scored against the railroads in the past year:

The reduction of five cents per crate on vegetables from Miami to Jacksonville, forced from the East Coast Railway, and made effective September 1, 1902, by virtue of an agreement with Vice-President J. R. Parrott, which agreement was broken by the publication of the concession in an East Coast paper shortly before the primary election. This reduction means at least \$46,000 a year saved the East Coast truckers!

The securing of the change in classification by which cantaloupes were rated as melons, instead of vegetables; and the raising of the Georgia melon rate, equalize the difference of 33 per cent., hitherto existing in favor of the Georgia melon growers. The following extract from a letter written by Vice-President J. D. Stringfellow, of the Gainesville Melon Growers' Association, to me tells the story:

"This is practically the rate we asked for and which the railroads declared their inability to make. Thus you succeeded where we failed utterly. The reduction in cantaloupes by above change in rate was about \$61 per minimum car of 400 packages. There are about 100 cars of cantaloupes shipped from Gainesville yearly, so that the growers here have saved about \$6000 \* \* \* I suppose the growers of the state have saved about \$25,000 annually by this reduction."

The reduction on freight rates on fertilizers, which—to cite a single instance—is estimated to have saved the farmers of DeSoto county alone \$20,000 in a single year.

The adjustment of the differences between the Tampa Steamship Co., of

(Concluded on Fourth Page.)



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We claim to have more favorites for particular smokers than can be found elsewhere. We know the quality of the tobacco is the best and the cigars are all they should be.

A FULL LINE OF SUPPLIES

We want to show you pipes, cases, pouches, cigarette papers, all unique and convenient.

T. W. TROXLER

Ocala, Fla.

## OUR COUNTY SOLONS

Unofficial Notes on the August Meeting of Marion's Parliament

Prof. McKinney, of Candler, appeared before the board to make reply to the charge made by E. L. Carney that he had fearfully and wonderfully cut up the public road near the west side of Smith's Lake with log carts and made it almost impassable. He said it could hardly be as bad as represented and stated why.

In the first place he was not sawing lumber to sell, but to protect orange groves. Only a small part of the logs hauled by his cart lay west of the public road, the distance used on the road was very short and his instruction to his driver was not to let the log drag in the middle of the road. If he had done any damage he was willing to repair it. He said the best legal advice was that any kind of a vehicle had a right to the public road, even a log cart, which is true of other states have decided. He found public roads leading to Ocala in worse condition than his log cart left a short distance of the public road. He had hauled 375 logs. The question is, was any damage done to the road, and if so, to what extent?

E. L. Carney, in reply, said that if the report of the committee was accepted he could not see how roads torn up by log carts can be repaired at any ordinary expense and the county would have a serious proposition on their hands with the timber men of the county. He said Mr. McKinney had erred in saying his logs didn't cut out the road in question and seriously damaged it. He said the road for three-quarters of a mile was torn up badly.

Commissioner Lucius was the committee of the board who had been delegated to examine the road and report. He did so and said no material damage was done the road by Prof. McKinney's log cart; and on motion of Wartmann the report of the committee was accepted and Ely Carney sat down on hard.

Mr. Young, of Fairfield, appeared and entered protest on the opening of the Irvine and Fairfield new road. Commissioner Wartmann was ordered to take up the matter, visit the road, inspect it and see the extent of the damage Mr. Young would sustain in the opening of the same.

Mr. M. M. Proctor appeared with a numerous signed petition from the Pedro section, asking that a public road be granted to extend from the Sumter county line to Ocala. The present road was too zig-zag and circuitous. This suggested road would strike the Ocala and Belleview road at the southeastern part of the city.

At the suggestion of Mr. Long, Mr. Proctor withdrew his petition and went home to ascertain the exact course of the road proposed, whether it will pass through any old or used fields, etc.

Mr. Fort and others wanted to know why the Pedro people didn't get a road to Belleview and thus get the benefit of the hard road, but they were informed that Belleview was just five miles east of the Pedro settlement.

M. L. Payne appeared to ascertain what would be the policy of the board in regard to old roads made useless on account of new roads. The board had not yet outlined any policy, but said they would later.

Payne then voiced a Paynese oration of thanks for the vigorous and excellent work done in opening up the new Lowell and Fairfield road, which will be ready for travel in a few days.

J. W. Stevens desired to know why one inspector could not see to the slaughtered and driven cattle. It was easily shown to him by Mr. Edwards that many cases arose where one man could not attend to both duties.

Andrew J. Turner said beehives were carried into Dunnellon several times a week and no one was there to inspect them. At his recommendation and that of others the board appointed H. J. Watkins inspector of marks and brands.

A petition signed by over 100 persons was presented asking that John Pasteur be appointed game warden of the county. It was done, on motion of Wartmann.

Chairman Long took upon himself during the trial of the fish cases to employ an attorney to represent the state, Ray B. Bullock, as he agreed to make the fee very reasonable. Commissioner Edwards was appointed a committee of one to see what

(Concluded on Fourth Page.)

## EDWARDS BROTHERS

AT THE CITY MARKET

Leading Wholesale & Retail Butchers

WESTERN AND CHOICE FLORIDA MEATS

CELERY AND ALL OTHER VEGETABLES IN SEASON

FREE DELIVERY

TELEPHONE 100

## Commercial Bank

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This Handsome New Modern Hotel, situated on the FINEST SURF BATHING BEACH IN FLORIDA.

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Large, airy rooms. Exchange and Dining Room overlooking the ocean. Fine cuisine and service. Terms, \$7 to \$10 weekly.

JAMES H. JOHNSON & SONS.

Winter House: Grand Atlantic, Daytona, Fla.

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